



MIND YOUR EYE—LET'S
both mind it. With us this means
a thorough examination for
Glasses—the right Glasses, or
none. We are frank in the treat-
ment of our patients, and never
fit Glasses unless needed. We
take all necessary care without
piling the price away up—that's
the way we make a success of it.
Factory on the premises.

A. N. SANFORD,
Manufacturing Optician.
Boston Building, Fort Street.
(Over May & Co.).

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.
Sackville, Maui, March 27, 1901.
WILDER'S STEAMSHIP COMPANY.
Agents John A. Roebing's Sons Co.
Honolulu.
Gentlemen: Yours of March 25th re
catalogue of ship chandlery goods has
been received.
We have used a number of the John
A. Roebing's steam plow cables, and
have found them far superior to the
English cables and at the same time a
great deal cheaper. In fact, we sent for
some of these cables, and we put a new
Roebing and a new Fuller cable on the
same set of steam plows, one on each
engine, of course, and that was consid-
erably over a year ago. The American
cable is much better than the English
cable in every way, and today is not
nearly as badly worn. We are perfectly
satisfied here that the American cables
are the best.
We shall certainly bear in mind your
stock of goods whenever we need any-
thing in your line.
Very truly,
(Signed) W. J. LOWRIE,
Manager.

Corporation Notices.

HONOLULU SUGAR COMPANY.

NOTICE IS HEREBY GIVEN THAT
the stockbooks of the above company
will be closed to transfers from Wed-
nesday, the 12th, to Saturday, the 15th
instants, inclusive.

GEO. H. ROBERTSON,
Treasurer, H. S. Co.
Honolulu, June 8, 1901. 5878

HAWAIIAN AGRICULTURAL CO.

NOTICE IS HEREBY GIVEN THAT
the stockbooks of the above company
will be closed to transfers from Wed-
nesday, the 12th, to Saturday, the 15th
instants, inclusive.

GEO. H. ROBERTSON,
Treasurer, H. A. Co.
Honolulu, June 8, 1901. 5878

STOCKHOLDERS' MEETING

HAWAIIAN SUGAR CO.

A MEETING OF THE STOCK-
holders of the Hawaiian Sugar Com-
pany will be held Saturday, June 15,
1901, at 9 o'clock a. m., at the office of
Alexander & Baldwin.

Business—Consideration of amend-
ments to the Charter and By-Laws.
W. L. HOPPER,
Secretary.

5877

OOKALA SUGAR PLANTATION CO.

NOTICE IS HEREBY GIVEN THAT
the stockbooks of the above company
will be closed to transfers from Mon-
day, the 10th, to Saturday, the 15th
instants, inclusive.

A monthly dividend will be due and
payable on Saturday, the 15th, at the
office of C. Brewer & Co., Ltd., Queen
street, Honolulu.

GEO. H. ROBERTSON,
Treasurer, O. S. P. Co.
Honolulu, June 6, 1901. 5876

KIHEI ASSESSMENT NOTICE.

THE THIRTEENTH AND FINAL
assessment of 5 per cent, or \$2.50 per
share, on the Kihei Plantation Co.,
Ltd., stock, has been levied, and will
become due and payable at the offices
of Alexander & Baldwin, Ltd., on the
15th day of June, 1901. Interest bear-
ing after the 15th day of July, 1901.

J. P. COOKE,
Treas., Kihei Plantation Co., Ltd.
Honolulu, May 20, 1901. 5861

Drs. MORI and KABAYASHI.

OFFICE:
ALAKEA STREET,
Next to Pacific Club.

HOURS:
S. KOBAYASHI, M. D.—8 to 10 a. m.,
5 to 6 p. m. (except Sunday).
IGA MORI, M. D.—10 to 12 a. m., 7 to
8 p. m. (except Sunday).
Telephone: White 121.

Offices for Rent.

THE UNDERSIGNED OFFER
offices for rent in the MCINTYRE
BUILDING, now being erected at cor-
ner of Fort and King streets, this city.
Apply to
E. F. BISHOP,
At C. Brewer & Co's, Queen St.

NEW

HAWAIIAN VIEWS

BY RICE & PERKINS.
FOR SALE.

WALL, NICHOLS CO.

WING LUNG CO.

GROCERS

FRESH FRUITS ON HAND AT ALL
TIMES.
King Street, corner Alakea.

NEWS OF THE WATERFRONT

Something About Each Ship in Port.

The Olympic's Captain Congratulated on Her Run.

CAPTAIN GIBBS, master of the fine
four-masted bark Olympic, was
congratulated on every hand yester-
day on account of the speedy trip of
his vessel from San Francisco. As has
been stated, the Olympic arrived here on
Tuesday, making the run from the Coast
in ten days.

The Olympic has of late had bad luck,
and that she should have covered her-
self with glory on the last trip is very
pleasing to her commander and his
friends. Her preceding trip here from
the Coast was a most exciting one. She
was partially dismasted and lost a man
overboard in a whirlwind. The conse-
quence was that she had a long and un-
comfortable passage to Honolulu and a
long wait in port here while she was be-
ing fitted with new spars. Her return
to the Coast after she had been repaired
here was slow. But the Olympic has
demonstrated what she can do when she
has all her poles in working order. She
is a fast sailer when she is in condition
and she is certainly in the best of con-
dition now. The Olympic is herself
again.

Coal for the Naval Station.

Honolulu is one of the most important
of Uncle Sam's Naval stations. There is
already more coal stored here for the
Navy than at any other station and there
is a large quantity yet to come.

Two British vessels are to bring loads
of Cardiff coal to Honolulu from Eng-
land and two American vessels are com-
ing with big cargoes.
The Kinross and the Euphrates, with
1,983 and 2,400 tons of coal respectively,
are on their way here from England,
and the Benjamin F. Packard and the
Susquehanna, with 3,100 and about 1,000
tons of coal, from the east coast and Ca-
vite, respectively, will come here before
long.

About the Ships in Port.

The bark Albert, Captain Griffiths, ar-
riving from San Francisco on May 30,
now at the railway wharf loading sugar
for San Francisco, is a vessel of 624 tons,
was built at Port Blakeley in 1890, is 182
feet and 1 inch long, 38 feet and 3 inches
beam and 14 feet and 6 inches deep. Her
home port is San Francisco.

The bark Alden Besse, Captain Kiesel,
arriving from San Francisco on the 11th
instant, now in the stream with a gen-
eral cargo, awaiting a berth, is a vessel
of 842 tons, was built at Bath, Maine, in
1871, is 164 feet and 5 inches long, 35 feet
and 3 inches beam and 20 feet and 3
inches deep. San Francisco is her home
port.

The Archer, Captain Hardwick, arriv-
ing from San Francisco, her home port,
on the 10th instant, now unloading 1,500
tons of general merchandise at Brewer's
wharf, is a barkentine of 845 tons, was
built in 1876 at Sunderland, England, is
185 feet and 2 inches long, 31 feet and 6
inches beam and 11 feet and 1 inch deep.
She was formerly the British bark Archer.

The Amelia, Captain Willer, arriving
from the Sound on the 3d instant, now
at Allen's wharf discharging 800,000 feet
of lumber, is a barkentine of 338 tons,
has a length of 153 feet, a beam of 37
feet and a depth of 10 feet. She was
built at Coos Bay, Oregon, in 1870. Her
home port is Port Townsend.

The Ariel, Captain Slater, arriving from
Newcastle on the 1st instant, now at the
railway wharf discharging coal, is a
schooner of 687 tons.

The Argus, Captain Hunter, arriving
from Bremen on the 31st of May, now
at the Irrigard wharf discharging a
large cargo of general merchandise, is a
British ship of 1,543 tons.

The Abner Coburn, Captain Murchison,
arriving from Newcastle on the 11th of
May, now at anchor outside of the har-
bor, is a ship of 1,572 tons, with a length
of 225 feet, a beam of 43 feet and 2
inches and a depth of 18 feet and 5
inches. She was built at Bath, Maine,
in 1882.

The Bertie Minor, Captain Ravens, ar-
riving from Eureka on the 6th instant,
now at Allen's wharf discharging lum-
ber, is a schooner of 230 tons, is 130 feet
and 3 inches in length, 32 feet and 5
inches beam and 9 feet and 8 inches in
depth. She was built at Fairhaven, Cal.,
in 1884.

The Battle Abbey, Captain Mechie, ar-
riving from Newcastle on the 1st instant,
is a British bark of 1,465 tons. She is at
present at the railway wharf unloading
coal.

The Baldutha, Captain Hatfield, arriv-
ing from Newcastle on the 2d instant, is
a ship of 1,614 tons. She is now at Navy
wharf No. 1 discharging 2,000 tons of
coal.

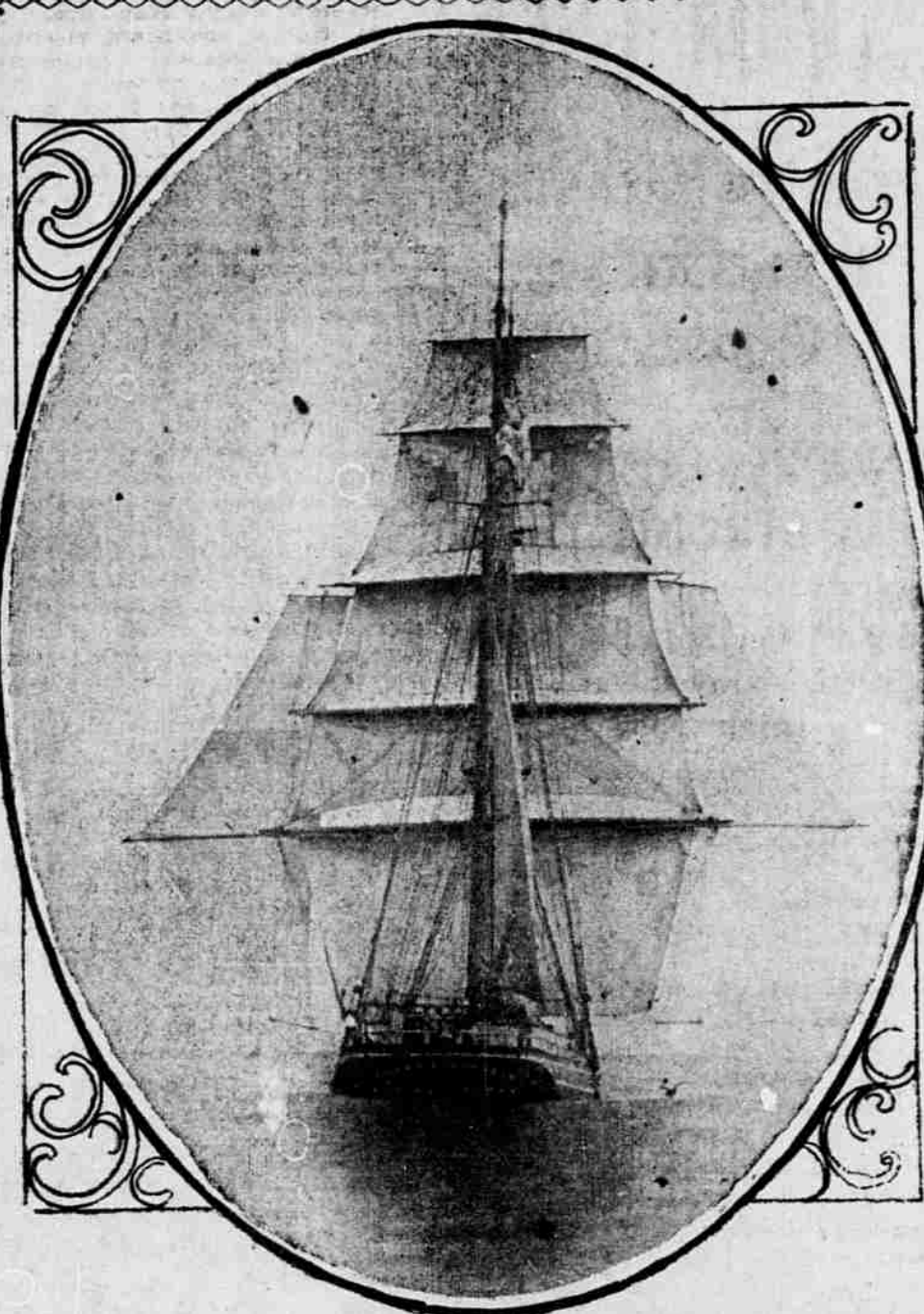
The Colon, Captain McKinnon, arriv-
ing with Porto Ricans from Port Los
Angeles on the 11th instant, now at the
channel wharf being disinfected, is a
steamship of the Pacific Mail Company,
of 2,685 tons, 292 feet long, 40 feet beam
and 20 feet and 3 inches in depth. She
was built at Chester, Pa., in 1873. New
York is her home port. She will return
to Port Los Angeles in a day or two for
another load of immigrants to work on
the sugar plantations in these Islands.

The Carlisle City, Captain Patterson,
arriving from Yokohama on the 11th in-
stant, now at the Pacific Mail wharf
discharging freight, is a British steam-
ship.

The Charles E. Moody, Captain Ras-
mussen, arriving from Tacoma on the
22d of May, now at the railway wharf
discharging coal, is a ship of 1,545 tons.
She is 233 feet and 9 inches long, 43 feet
and 4 inches beam and 18 feet and 2
inches in depth. She was built at Bath,
Maine, in 1882.

The Charles B. Kenney, Captain An-
derson, arriving from Newcastle on the
2d instant, now at the railway wharf un-
loading coal, is a bark of 1,014 tons and
was built at Bath, Maine, in 1878. She is
172 feet and 2 inches long, 37 feet and 2
inches beam and 22 feet and 8 inches
deep.

The C. F. Sargent, Captain McVillie,



BRIG J. D. SPRECKELS, NOW IN GUAM.

arriving from Tacoma on the 2d instant,
now at the railway wharf discharging
2,500 tons of coal, is a ship of 1,555 tons.
She was built at Yarmouth, Maine, in
1874. She is 230 feet and 3 inches long,
41 feet and 3 inches beam and 17 feet
and 9 inches deep.

The Defiance, Captain Bunn, arriving
from the Sound on the 2d instant, now
at Allen's wharf, is a schooner of 625
tons. She was built at Hingham, Wash-
ington, in 1897. She is 179 feet and 8
inches long, 37 feet and 7 inches beam
and 13 feet and 7 inches deep.

The Diamond Head, Captain Peterson,
arriving from San Francisco on the 11th
instant, now in the stream awaiting a
berth, is a bark of 952 tons.

The General Fairchild, Captain Elles,
arriving from Newcastle on the 5th in-
stant, now at the railway wharf dis-
charging coal, is a bark of 1,307 tons. She
was built at Freeport, Maine, in 1874. She
is 203 feet and 4 inches in length, 38 feet
and 8 inches beam and 24 feet and 3
inches deep.

The George Curtis, Captain Calhoun,
arriving from San Francisco on the 31st
of May, now loading sugar for San Fran-
cisco at the Emmes wharf, is a bark of
1,680 tons. She was built at
Waldoboro, Maine, in 1884. She is 240
feet and 7 inches long, 42 feet and 4
inches beam and 25 feet and 2 inches in
depth.

The Gerard C. Tobey, Captain Gove,
arriving from San Francisco on the 27th of
May, now loading sugar for San Fran-
cisco at the Emmes wharf, is a bark of
1,389 tons. She was built at Bath, Maine,
in 1878. She is 208 feet and 4 inches long,
29 feet and 1 inch beam and 23 feet and 6
inches in depth.

The Governor Robie, Captain Harrington,
arriving from Newcastle on the 2d
instant, now at anchor in the stream, is
a ship of 1,627 tons. She was built at
Bath, Maine, in 1883. She is 224 feet
and 1 inch long, 41 feet beam and 23 feet
and 8 inches in depth.

The H. D. Bendixson, Captain Oleson,
arriving from Newcastle on May 27, now
at Sorenson's wharf discharging coal, is
a schooner of 570 tons.

The J. C. Potter, Captain Lorentzen,
arriving from Tacoma on the 11th in-
stant, now in the stream, is a ship of
1,244 tons. She was built at Searsport,
Maine, in 1898. She is 190 feet long, 36
feet and 7 inches beam and 24 feet deep.

The John Palmer, Captain Delano,
arriving from Newcastle on May 30, now
at the railway wharf discharging coal,
is a barkentine of 1,080 tons.

The Jabez Howes, Captain Clapp, ar-
riving from Tacoma on May 31, unload-
ing 2,500 tons of coal at the railway
wharf, is a ship of 1,521 tons. She was
built at Newburyport, Mass., in 1877. She
is 218 feet and 8 inches long, 40 feet and
1 inch beam and 26 feet in depth.

The J. C. Pfleger, Captain Potter, ar-
riving from San Francisco on the 3d in-
stant, now discharging a general cargo,
is a barkentine of 950 tons.

The John A. Campbell, Captain Smith,
arriving from San Francisco on the 2d
instant, now at Allen's wharf unloading
lumber, is a schooner of 462 tons. She
was built at Port Blakeley in 1895. She
is 161 feet and 2 inches long, 36 feet and
7 inches beam and 12 feet and 8 inches
in depth.

The Kaulani, Captain Dabel, arriving
from San Francisco on May 31, now at
the Irrigard wharf loading sugar for the
Coast, is a new bark of 1,240 tons.

The Louisiana, Captain Halcrow, ar-
riving from Newcastle on May 23, ready
to sail for the Sound in ballast, is a bark
of 1,343 tons. She was built at Bath,
Maine, in 1873. She is 202 feet and 4
inches long, 40 feet beam and 24 feet and
4 inches in depth.

The Marion Chilcott, Captain Weedon,
arriving from Newcastle on May 25, now
at the railway wharf loading sugar for
San Francisco, is a bark of 1,611 tons.
She was built at Glasgow, Scotland, in
1882. She is 248 feet and 3 inches long,
37 feet and 8 inches beam and 23 feet and 3
inches in depth. She was formerly the
British ship Kilbrannan.

The Nuuanu, Captain Josselyn, ar-
riving from New York on May 24, loading
sugar for New York at the Irrigard
wharf, is a bark of 912 tons.

The Olympic, Captain Gibbs, arriving
from San Francisco on the 11th instant,
is a bark of 1,469 tons. She was built at
Bath, Maine, in 1882. She is 224 feet and
21 feet and 3 inches in depth.

The Sorenson, Captain Backus, arriv-
ing from Newcastle on May 23, now at
Sorenson's wharf discharging coal, is a
ship of 1,444 tons. She was built at Free-
port, Maine, in 1879. She is 216 feet and
6 inches long, 41 feet and 3 inches beam
and 23 feet and 1 inch in depth.

The Pasquale-Lauro, Captain Lauro, ar-
riving from Newcastle on the 5th instant,
lying in the stream awaiting a berth, is
an Italian bark of 1,140 tons.

The Robert Lewers, Captain Under-
wood, arriving from Port Gamble on May
25, discharging lumber, is a schooner of
600 tons. She was built at Port Blake-

ley in 1889. She is 185 feet and 1 inch
long, 39 feet and 2 inches beam and 14
feet and 3 inches in depth.

The Reaper, Captain Saletzke, arriving
from Newcastle on May 29, discharging
coal at the Fort street wharf, is a bark
of 1,355 tons.

The Wm. H. Smith, Captain Colley,
arriving from Sydney on the 1st instant,
discharging coal at the Navy wharf, is
a ship of 1,811 tons. She was built at
Bath, Maine, in 1883.

Kinau for Hilo.

The following passengers sailed on the
Kinau yesterday for Hilo and way ports:
W. Cooper, D. E. Cruzan, Miss E. C.
Griffin, H. C. Austin, Bishop Willis,
Charles Mehan, Conrad Davis, Theodore
Wolff, P. P. Woods, F. Chin Dock, L.
K. Akana, T. Ah Fook, Mrs. A. F. Al-
mond, Miss M. C. Walker, V. M. Ful-
cher, R. L. Scott, Robert Hind, G. No-
tius, Paxton Wright and wife, H. T.
Hayselden, Charles Lendholm, C. Kaiser,
F. Franzies, Von Walldhausen, A. C.
Gehr, H. H. Gehr, Mrs. J. H. McKen-
zie, D. Kahaulelio, G. C. Akina, W.
Chong, R. McKinnon, E. Connor, F. C.
Bourman, H. C. Brown, F. J. Douse,
wife and child, C. B. Wells, D. Watt,
C. Mclemmon, Akl, Asee, M. Panoast,
W. L. Emery, Miss A. C. Garmon, Miss
Mary Shipman, H. Wootton, John Sur-
ger, T. S. Kay, S. W. Spencer, Mrs. F.
J. Church, Oliver Shipman, Wendal
Kahil, Mrs. Marling, Miss Wetmore, Gov-
ernor S. B. Dole and wife, Miss Helen
Kaina and children, E. Williams, M.
Chavanne, Miss M. J. Walker, Mrs. Irene
Brown and maid, Miss Lucy Poaha, W.
G. Irwin, T. P. Dubose, P. R. Ryan.

STEAMERS TO ARRIVE.

Name.	From.	Date.
City of Peking—S. F.	June 13	
China-Yokohama	June 15	
Gaelic—S. F.	June 15	
Doric-Yokohama	June 21	
Ventura—S. F.	June 22	
Sierra-Colonias	June 25	
Hongkong Maru—S. F.	June 25	

STEAMERS TO DEPART.

Name.	For.	Date.
City of Peking-Yokohama	June 13	
China—S. F.	June 15	
Gaelic-Yokohama	June 21	
Doric—S. F.	June 22	
Ventura-Colonias	June 25	
Sierra—S. F.	June 25	
Hongkong Maru-Yokohama	June 25	

Mrs. William Campbell is official in-
structor and supervisor of golf in Bos-
ton, says the New York Tribune. She is
a Scotch woman, and came to this coun-
try with her husband seven years ago.
After his death, there being no one else
competent to succeed him as greens keep-
er of the public links, the office devolved
upon Mrs. Campbell.

"ARABIC"

Is for Sale by:

H. HACKFELD & CO.

T. H. DAVIES & CO.

LEWERS & COOKE.

E. O. HALL & SON.

WILDER & CO.

ALLEN & ROBINSON.

Wing Hing Lung Co.

No. 46 HOTEL STREET.
IMPORTERS OF GENERAL MER-
CHANDISE.

Lam In Chew, Manager, holds power
of attorney to act for this firm in all
matters. 5307

WEAK MEN
CURED BY DR. PIERCE'S
ELECTRIC BODY-BAT-
HERY. Away with
Drugs! Investigate
Send for "Booklet No
2." Address:
PIERCE ELECTRIC CO.
620 Market St., ST.

IN THE CITY TODAY

A FULL LINE OF
BABCOCK AND O'BRIEN

Carriage

To make room for this line we are offering
following bargains:

Road Wagons - - -
Top Buggies \$95 to \$
Surreys - \$160 to \$
Phætons Rubber Tired \$175 to \$
Two Seated Wagons \$

ALL OF THESE VEHICLES ARE NEW.

Pacific Vehicle & Supply

COMPANY, LIMITED.

E. L. CUTTING MANAGER. HONOLULU. FORT AND BROAD

RACING



GOOD

Cooling Blankets, Salt Sacks, Toe Weights,
Derby Bandages, Sulky Whips, Etc., Etc.
Sponges, Chamois Skins, Etc.

IMPORTERS AND MANUFACTURERS OF

FINE HIGH GRADE HARNESS



Collars, Hames, Chain Traces, Etc. Horse and Stable
Furnishings of all Kinds Constantly on Hand.

SOLE AGENTS FOR

Wilbur's Stock Specialties

SEED MEAL AND WHITE ROCK HOF PACKING

Manufacturing Harness

CORNER FORT AND KING STREETS.

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Metropolitan Meat Co.

LIMITED.

Fresh Meats and Fish by Every Steamer

From the Coast That Has Cold Storage.

Choice Beef, Veal, Mutton Lamb and Pork.

ALWAYS ON HAND

ALSO POULTRY, SALMON AND HALIBUT

FOR SALE AT

THE METROPOLITAN MARKET, King Street, Honolulu.
THE BOOTH, FISHMARKET, Telephone 871.
CENTRAL MARKET, Nuuanu Street, Telephone 194.

FONTELL

Smoked by Everybody.

BEST 5c CIGAR

MADE, TRY ONE.

ON SALE AT Hawaiian Tobacco Co.'s Store

AND ALL CIGAR STORES IN THE CITY.

Read the Advertiser